

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

COUNTRY	Bulgaria	REPORT	[REDACTED]	25X1
SUBJECT	The Port of Burgas	DATE DISTR.	27 June 1953	
		NO. OF PAGES	13	
DATE OF INFO.	[REDACTED]	REQUIREMENT NO.	RD	
PLACE ACQUIRED	[REDACTED]	REFERENCES		25X1

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25X1

1. The sea route between Cape Kaliakra and Mount Paphia has been declared a dangerous zone by the Bulgarian Maritime Authority because of the presence of underwater obstructions and mine fields. Navigation in this area is safe only on a determined security route. [REDACTED] units of the military Navy carry out exercises in the so-called dangerous zone in the Gulf of Burgas. [REDACTED] Bulgarian, Rumanian, and Soviet merchant ships follow routes other than the prescribed security route. 25X1
2. The entrance to the port of Burgas is closed at night by means of a net sustained by buoys (see a and b of sketch, page 2). 25X1
3. The port of Burgas is chiefly used by [REDACTED] motor-sailing vessels, although Rumanian, Polish, and Soviet merchant ships also call at the port. [REDACTED] the presence of numerous Army troops in the city. 25X1
4. The sketch on page 2 shows the following installations:
 1. Customs.
 2. Mooring for military vessels. The following were noted:
 - a. A slender ship, corvette or torpedo boat; bridge rounded in the front and located about midships; small mast; one stack; two guns, possibly 76 mm., one forward and one astern, probably behind the stack. 25X1
 - b. A group of coast patrol boats [REDACTED] noted heading for sea three and four at a time.

25 YEAR RE-REVIEW

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STATE	<input checked="" type="checkbox"/>	ARMY	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI	<input checked="" type="checkbox"/>	AEC						
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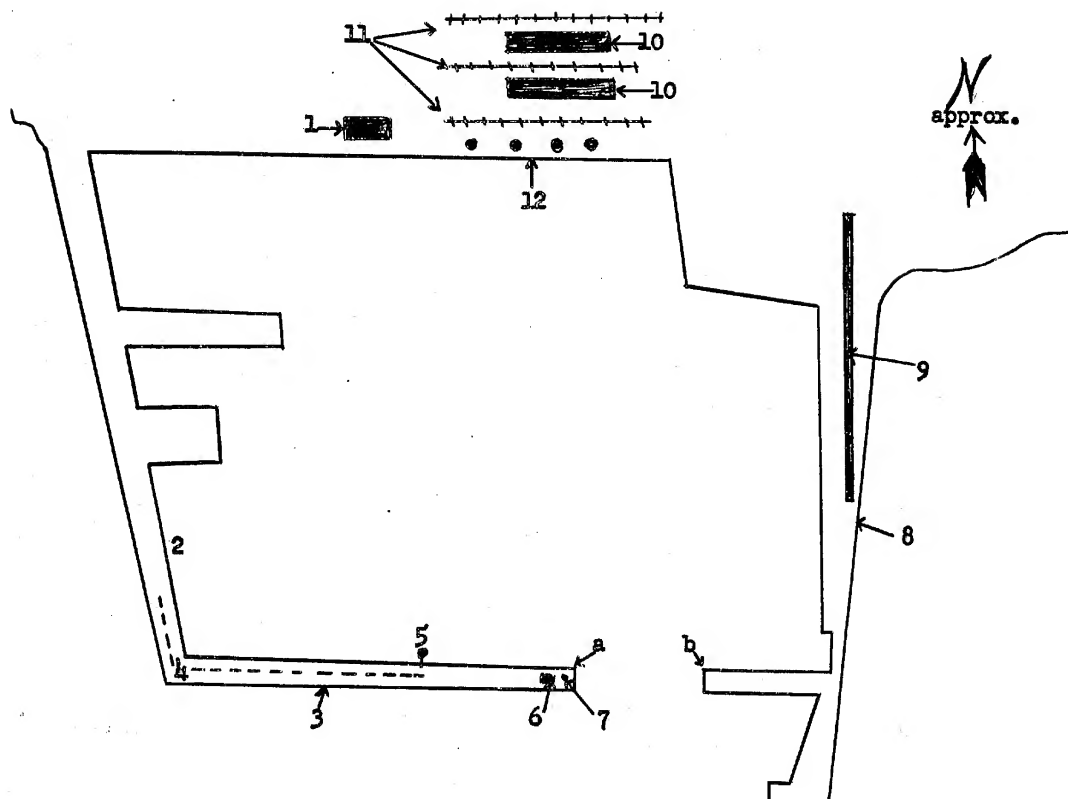
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25X1

3. Breakwater, the inner part of which forms a quay. A naphtha pipe runs along this dike in the open and [redacted] follows the line indicated as 2-4-5 on the sketch. [redacted] 25X1
Two fuel intakes are located at No. 5. Tankers dock obliquely in front of No. 5 and load by means of flexible hoses which float on small barrels. 25X1
4. Fuel pipe-line .
5. Fuel intake point.
6. Sentry post, consisting of a small wooden building located in the immediate vicinity of the beacon (No. 7). [redacted] 25X1
[redacted] the station is equipped with a "donath" (sic). 25X1
7. Beacon.
8. Mole protected by another wall (No. 9).
9. Wall.
10. Warehouses, adjacent to and connected by a rail line (No. 11).
11. Rail line.
12. Quay served by four cranes [redacted] 25X1



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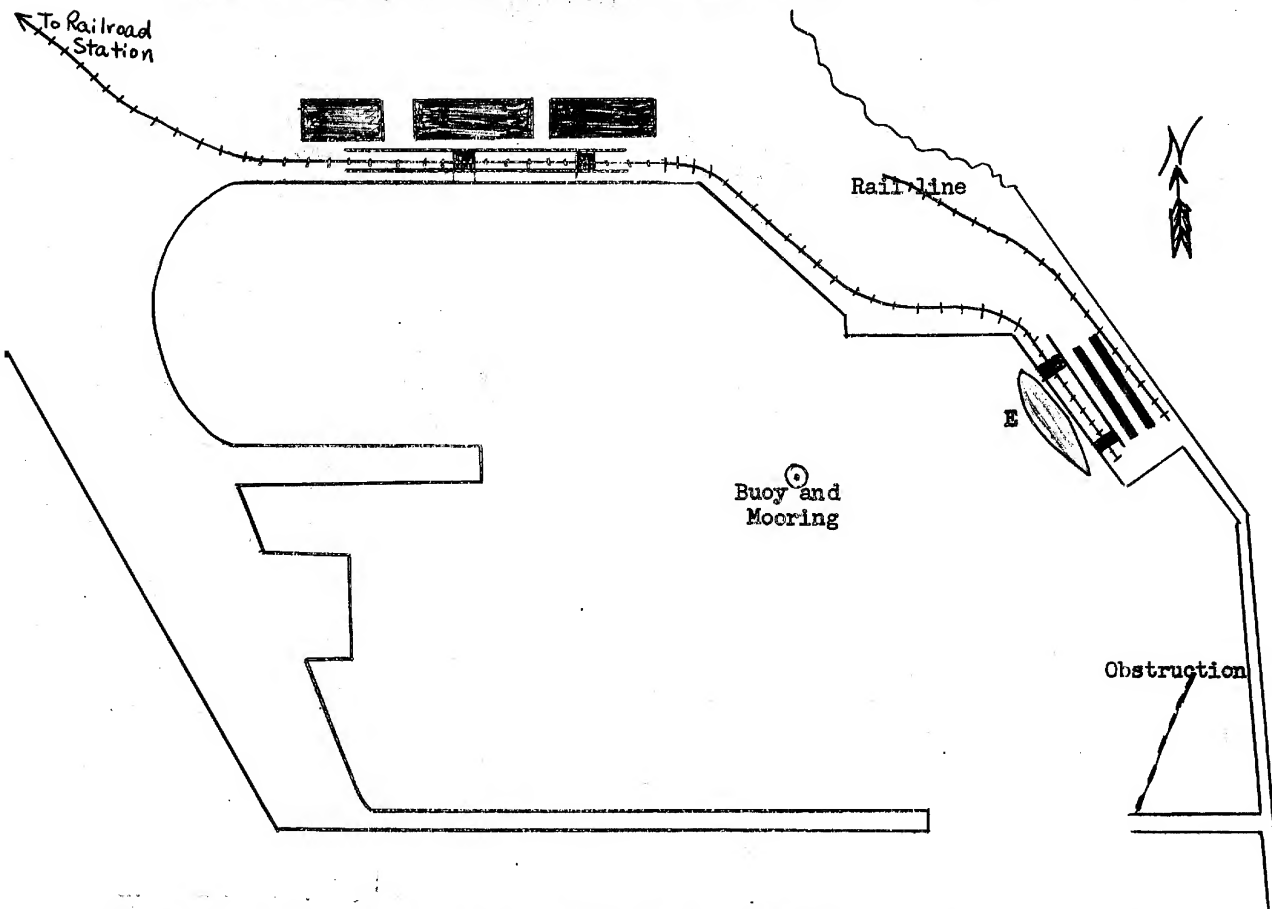
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25X1

25X1

Early May 1952

5. The entrance to the port is guarded by military units which have use of two elevated sentry posts located at the end of the mole which marks the port entrance. During the night the port is closed to traffic by means of an obstruction which [redacted] was closed at night. The gate consists of a steel net suspended by a series of buoys and is closed by a hand-operated windlass located at the western tip of the mole. 25X1
6. Ships which call at Burgas moor at the quay shown as No. E on the sketch below. A single-track standard-gauge rail line runs along this stone masonry quay which is approximately 2.80 meters above water level. Two portal cranes of 15 ton capacity each run along this line. Also on this quay, parallel with the rail line and the quay edge, are two 1-story warehouses. Additional rail lines, with an unknown number of tracks, are located beyond the warehouses.



7. The other quay, on the north side of the port, is equipped with two 5-ton cranes. These are also of the portal type, on rails, and the rail line which runs along the northeast edge of the port and connects with the railroad station runs between the tracks of the crane. There are three large warehouses along this quay. The eastern one, which is the largest, is a 3-story building and is used mainly for grain storage; the middle one is a 2-story building; and the western building is a 1-story structure. The middle and western warehouses serve as depots for miscellaneous goods. It is not known whether there are additional tracks behind the warehouses, although it seems probable that this is so.

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25X1

8. All of the eastern part of the port is in excellent condition. There are no cranes in addition to the four listed above. The western part of the port is completely abandoned and there are no moles or quays for commercial operations. Small vessels, such as fishing boats, etc. were noted in this zone. It is believed that there is insufficient depth for mooring in this part of the port, and that repairs have not been made following the damages during World War II.
9. No ships, either merchant or Navy, were noted in the port or along the quay. No military preparations for port defense were noted. Radio communications are supplied by the Varna radio station.
10. A buoy is located in front of the wharf shown as No. E on the sketch above to facilitate the docking of ships and for mooring.

Mid-June 1952

11. For a sketch of the port and harbor of Burgas as of mid-June 1952, see Appendix, pages 10, 11, and 12. The following is a recapitulation of the Legend to Appendix, page 13, and describes the items in detail:
 - a. Breakwater A is a rock jetty, level toward the inside in such a way as to permit mooring. There are "mushroom" type moorings on the edge and various rings on the vertical wall. A high concrete wall (A/3), approximately three meters high and partially surmounted by barbed wire, runs along the eastern edge of the breakwater. At the extremity (A/1) of the breakwater, is a masonry tower on the top of which is a beacon with a flashing intermittent white light as described in the "portolano" (book of seaports). A/2 is a trellis-type (or concrete?) tower which has a fixed green beacon.
 - b. Breakwater B is a rock jetty, level at the upper part in such a way as to permit access to its tip (B/1) from the land. A section of this breakwater, about 200 meters from its beginning, is a quay where vessels can moor inside the harbor. A tower with a fixed red beacon is located on B/1 at the port entrance. During the night the port is closed by a net obstruction, suspended by metal floats, which is closed by means of a hand-operated windlass located at the foot of the beacon at B/1. This gate is closed at 8:00 p.m. and is opened at 6:00 a.m. In the immediate vicinity of the red entrance light is a small masonry building (B/2) which serves as an observation post and semaphore station. The upper part of the observation post is enclosed by small glass windows and is illuminated at night. A pole on top of the roof carries several lights and is probably used to signal ships in the outer port the position of the net obstruction.
 - c. The upper part of breakwater A widens to form mole C. This mole is constructed of stone and is paved in square blocks. It is about 2.5 meters above water level. A number of "mushroom" type moorings are set at 20-meter intervals along the edge of the mole, the first in the proximity of the tip of the mole. Generally, only small vessels moor at the tip of the mole, but medium tonnage ships can dock along the side of the mole. Two double-arm travelling cranes (1) of 5 and 10 tons capacity respectively run on tracks along the edge of the mole. These cranes are powered together by a diesel-electric unit. Two rail lines (2) run along the edge of the mole and pass under these two cranes. Another rail line (2/a) is located beyond the above-mentioned railroad. A 1-story masonry warehouse (3) which has metal armature on the outside is located between the rail lines (2) and the additional rail line (2/a). Two or more water hydrants for the ships are located along the mole at ground level. Open air storage space for unidentified ores and other materials are located in the vicinity of the beginning of the mole.

25X1

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25X1

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25X1

- d. The northeast quay (D) is constructed of stone and is paved, at least in part, in stone blocks. This quay is approximately 2.5 meters above water level and has "mushroom" type moorings at 20-meter intervals along its edge. Medium tonnage ships can dock on the east-west side of this quay. Four fixed-arm cranes, semiportal type (one foot runs on the cornices of the adjoining warehouses), approximately three tons capacity, serve this quay. These cranes are powered electrically. A double-track rail line (5) runs along the edge of the quay; another double-track line (5/a) runs between the warehouses mentioned above; and a third group of tracks passes behind the warehouses. The stops of lines 5 and 5/a are in the eastern part of this quay. On the sea side, the quay is served by a masonry warehouse which is partly one story high (the western side) and partly three stories high; the 1-story section has a cargo ramp. Farther behind (7) are several brick warehouses. Several water hydrants, at ground level, are located along this quay for supplying water to ships. 25X1
- e. The western half of the northwest quay (E) is in the process of renovation. This quay is of stone construction and the pavement is probably of packed earth. Small vessels (motor-sailing ships and boats) generally moor on the eastern side. The eastern portion of the quay is reserved for a small motorship of the Burgas-Varna line. At location 8 is a small building which serves as offices for the customs and police officials who control passenger travel on the line to and from Varna. Railroad tracks run along this quay approximately as shown in No. 9 in the sketch. At location 10 are three or more masonry warehouses; and another two 1-story warehouses, one of which is of wood construction, are located at No. 11. The Customs building, a 2-story masonry structure, is shown as No. 12. An iron railing (13), approximately four meters high, encloses the port area and connects on the east with the high wall (A/3) of the eastern breakwater. An entrance (13/a) is located in the railing in the immediate vicinity of the Customs building. This entrance consists of a large central gate which is opened only for vehicle traffic, and two side gates for pedestrian traffic. A small gate guardpost is located at 13/b. The port workers' office is located outside the port area in a small 1-story masonry building (13/c). At location 14 is a long masonry building which has a raised floor level with a freight loading platform. The railroad station, 14/c, adjoins the port; its large station building is surmounted by a clock tower. The principal entrance, which is situated on the north side of the building, is protected by a projecting roof. About 60 new Soviet motor vehicles were noted parked at location 15.
- f. The northwest section of the port (F), which is undergoing renovation, is aligned approximately as indicated in the sketch. The depth in this area is not great, probably less than two meters. At 16 is a storage area for numerous cement blocks, quantities of sand, round iron rods, and wood for construction. The police barracks is a 1-story masonry building (17). 25X1
- g. mole G is shorter than shown in the sketch and the arm of the breakwater B which extends from land in a southeast direction is narrower than shown in the sketch. 25X1
- h. Two gardens are located slightly outside the port zone, on the right and left side of the road (M) which connects the port and the city; the eastern garden becomes a park along the port wall.
- i. The INFLOT maritime agency is located on the ground floor of a large building shown as No. N.
- j. At location O, on the small beach adjacent to the wall which delimits the eastern side of the port, are a number of buildings which serve as bathhouses. A short wooden pier on piles extends into the sea in front of these buildings.
- k. The casino (P) is a low large building.

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25X1

12.

25X1

required the following:

Port entry clearance: 25X1

- a. Control of the ship's manifest;
- b. Control of the sailing papers of the crew; and
- c. An inspection of the ship.

25X1

13.

14.

15.

16. [redacted] several tractors of Czech make, estimated to be 30/40 horsepower, [redacted] 25X1
[redacted] served for shunting railroad cars and drawing freight cars. Two cranes (with caterpillar treads) of small capacities were also noted.

25X1

17. The longshoremen consisted of men and a number of women for the less heavy work. Two shifts of stevedores [redacted] working in two 12-hour shifts per day, starting at 4:00 a.m. and 4:00 p.m. respectively. On both shifts, the stevedores gave the impression of having little sympathy with the regime, and [redacted] a definite aversion to the Communist government. 25X1

25X1

18. Several women, all less than 30 years of age, were stationed along the wharf [redacted] data, but [redacted] They were allegedly recording cargo [redacted] 25X1
[redacted] they were not systematic in this job [redacted]
[redacted] the women were at the dock for surveillance purposes.

25X1

19. Security personnel and precautions consisted of the following:

- a. A guard post manned by a policeman and a customs agent, both armed with pistols, at the port entrance;
- b. A Border Guard soldier (or reserve) [redacted] 25X1
- c. Two policemen armed with submachine guns, frequently patrolling the quays; 25X1

25X1

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25X1

24. Quays B, C, and D are in use as merchant quays. Quays A and E are moorings for vessels of small tonnages, such as fishing boats and small transports. The section of the bank shown as F is an escarpment, and the water alongside is only one-half meter or a little more in depth. The port is enclosed on the southwest and south by a breakwater (G) which permits the mooring of a single ship with the stern to the land.
25. It is possible to close the port entrance by means of a net obstruction on buoys which is now held in an open position.
26. From the number of ships docked at the eastern quay (B) and the facilities at the quay [] this quay, which is at least 350 meters long and arranged as indicated on the sketch in paragraph 23 above, is the most important quay at the port. A stone breakwater in the east and northeast protects the quay. Three warehouses occupy a total length of about 250-300 meters and are used to store various goods, among which [] bales of tobacco. The quay, along its entire length, is served by railroad tracks in front of and behind the warehouses, 4 and 5 respectively, which probably reunite in the vicinity of the south-east extremity of the quay. Five large 4-trolley electric travelling cranes (3/a), which [] about 20 tons capacity and of recent Soviet construction, run on tracks along the edge of the quay. Two warping buoys are riding at anchor in front of quay B. 25X1
27. Quays C and D are also used for commercial operations. On quay C, [] several constructions, among which were one or more warehouses (6), and several electric cranes (7), which run along the edge of the quay. 25X1
28. Quay E is used exclusively for mooring small vessels, and especially for the fishing boats which supply the fish market on the area adjacent to bank F.
29. A wall (2/a) encloses the port zone on the north side. It has two openings, 2/b and 2c, the latter of which is most used and is probably the only pedestrian gate. 25X1
30. [] small and medium tankers dock at dike G. A floating raft (8) is employed in maneuvering; the connections and cut-offs of fuel unloading equipment. 25X1
31. A small lookout and signal station is located at 9 in the proximity of the red port entrance beacon.
32. [] the following ships docked at quay B: 25X1
- a. One ship 80 meters long which loaded 2,500 tons of marmalade and canned goods, two and one-half tons of opium, and 1,200 cubic meters [] rugs in rolls, all destined for Odessa; the commander of this ship refused to carry 700 tons of alcohol which was to have completed the cargo; 25X1
 - b. The [] steamer [] approximately 7,000 tons, which unloaded machinery in large cases and motor vehicles from Odessa; 25X1
 - c. The [] steamer [] which loaded a cargo of 1,000 tons of machinery in large cases and 5 tons of barium for Tien-Tsin, China. 25X1
 - d. A [] ship, 60 meters long and approximately 3,000 tonnage, which loaded unidentified minerals. 25X1
33. Various [] motor-sailing vessels loading canned goods were moored at quays C and D. 25X1

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25X1

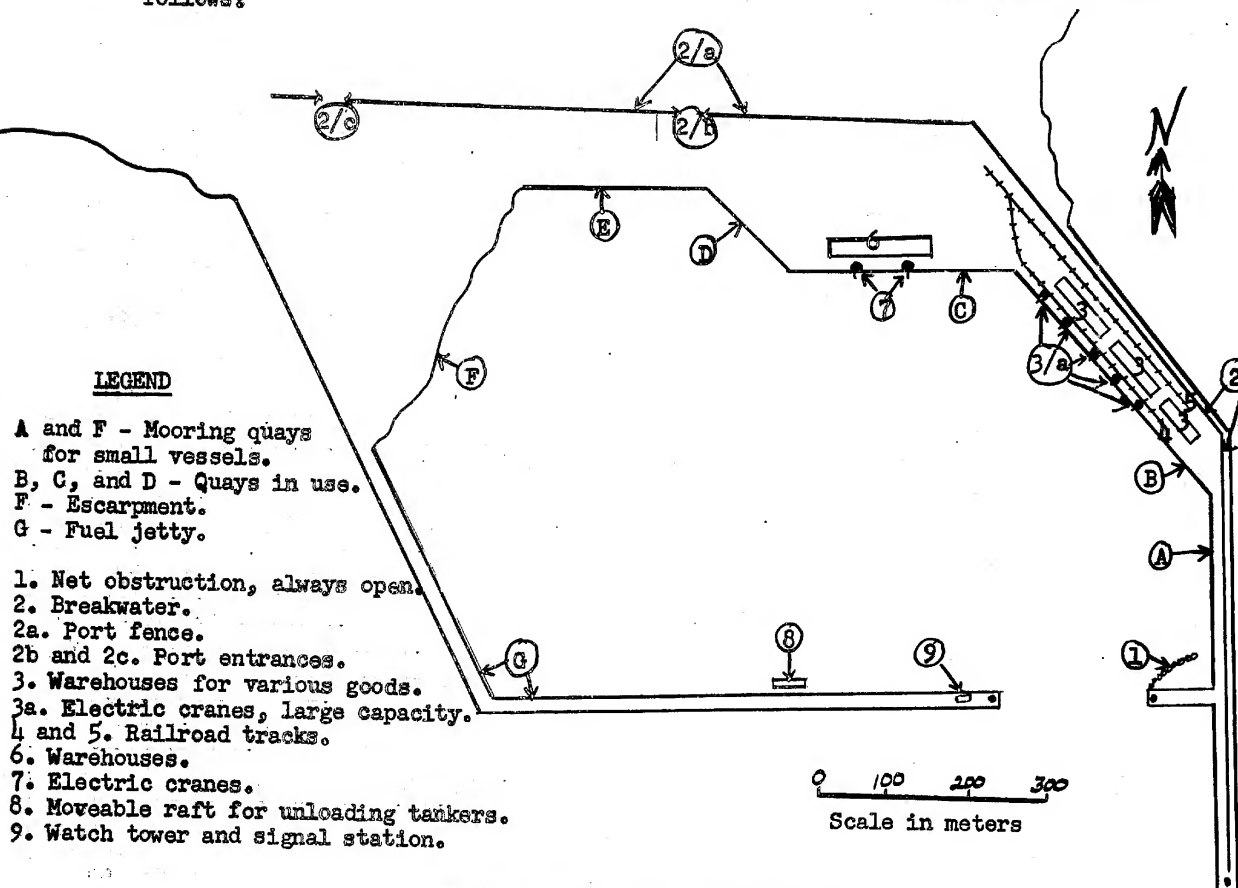
20. The following ships were noted in the port of Burgas:

- a. [] steamer [] arriving from Odessa and discharging a cargo of unidentified goods; 25X1
- b. A [] steamer of 2,500 tons; 25X1
- c. A Polish steamer of 4,500 tons;
- d. A [] steamer of 8,000 tons, which unloaded bales of cloth and various goods from China; and 25X1
- e. Various [] motor-sailing vessels.

21. [] the city of Burgas [] 25X1
stocks are low in the stores and [] prices are extremely high following the currency reform. [] a glass of beer costs about 400 lire. []
[] long lines of people in front of a candy store waiting to buy candy (a single piece) at a very high price. []

22. [] target practice with automatic weapons [] carried out at un- 25X1
identified locations north of the casino shown as P on the sketch in the Appendix. 25X1
The fire was directed toward the sea.

23. [] the port of Burgas appeared as 25X1
follows:



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25X1

34. The [redacted] tanker [redacted] stern to shore, was unloading petroleum from Con-stanta or Batum. 25X1

35. Several patrol boats (or subchasers) moored at quay E in the evening and took off for sea at dawn. [redacted] 25X1

36. [redacted] Bulgaria is undergoing a hard systematic pillaging by the Soviets. The population is miserable in manner and dress and seem to be terror-stricken.

37. Soviet personnel superintend the working agencies and the shipping of cargo through the harbor of Burgas. One of the Soviets directed the loading negotiations through a local interpreter [redacted]

38. Numerous police and Border Guards are assigned to port surveillance.

25X1

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APPENDIX

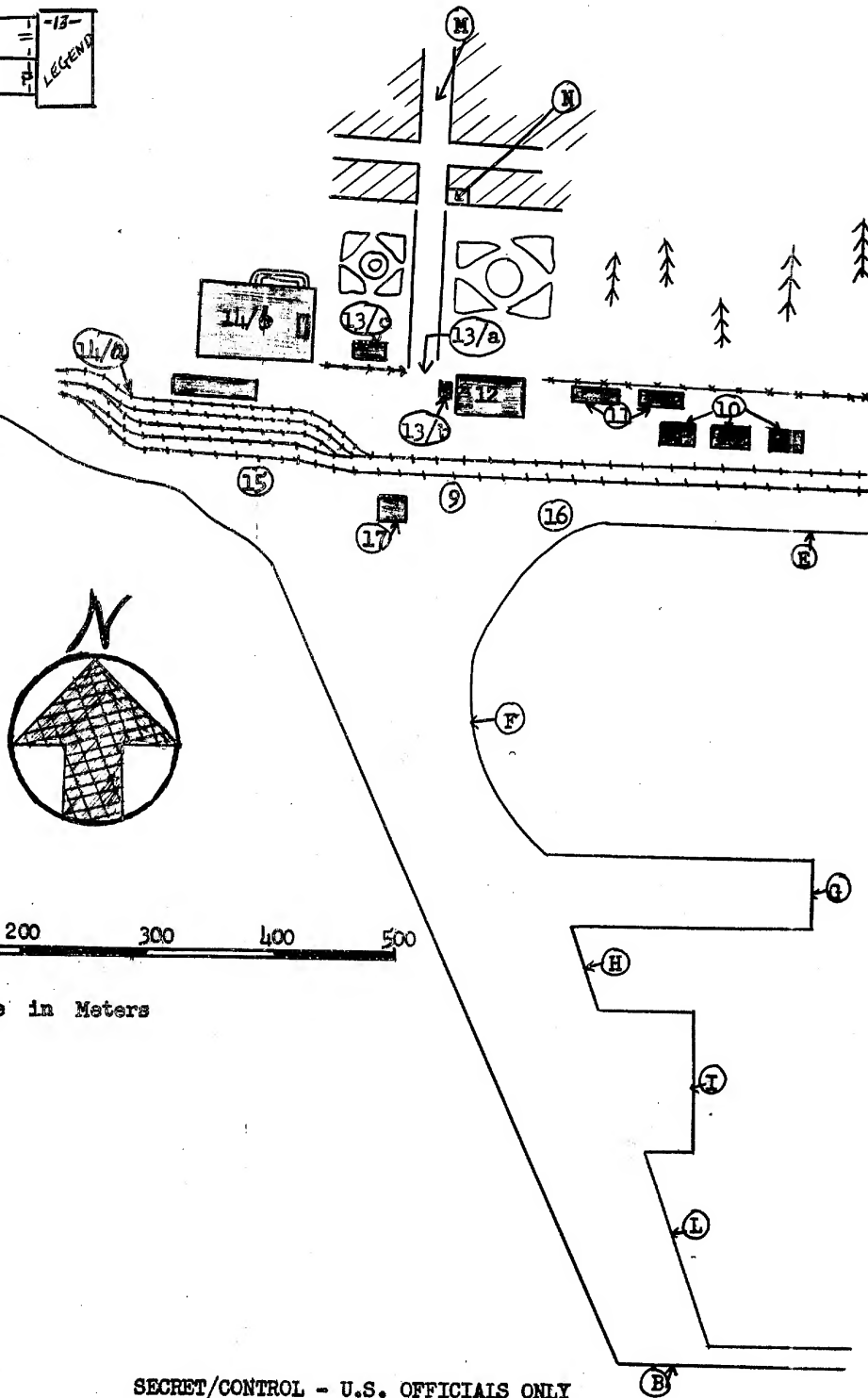
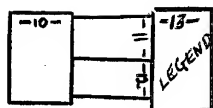
- 10 -

25X1

The Port and Harbor of Burgas

25X1

sketch as follows:



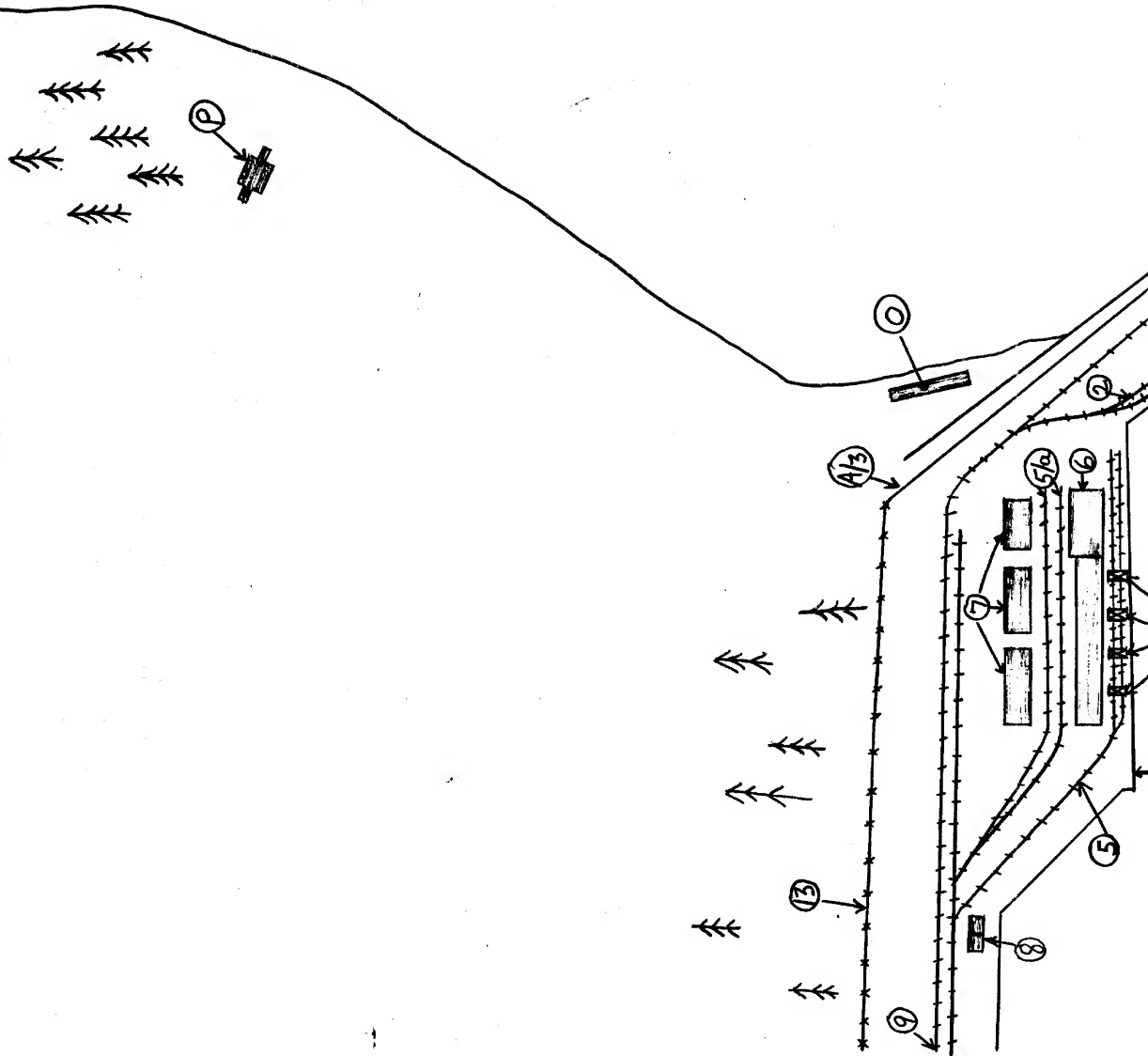
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APPENDIX (Continued)

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25X1



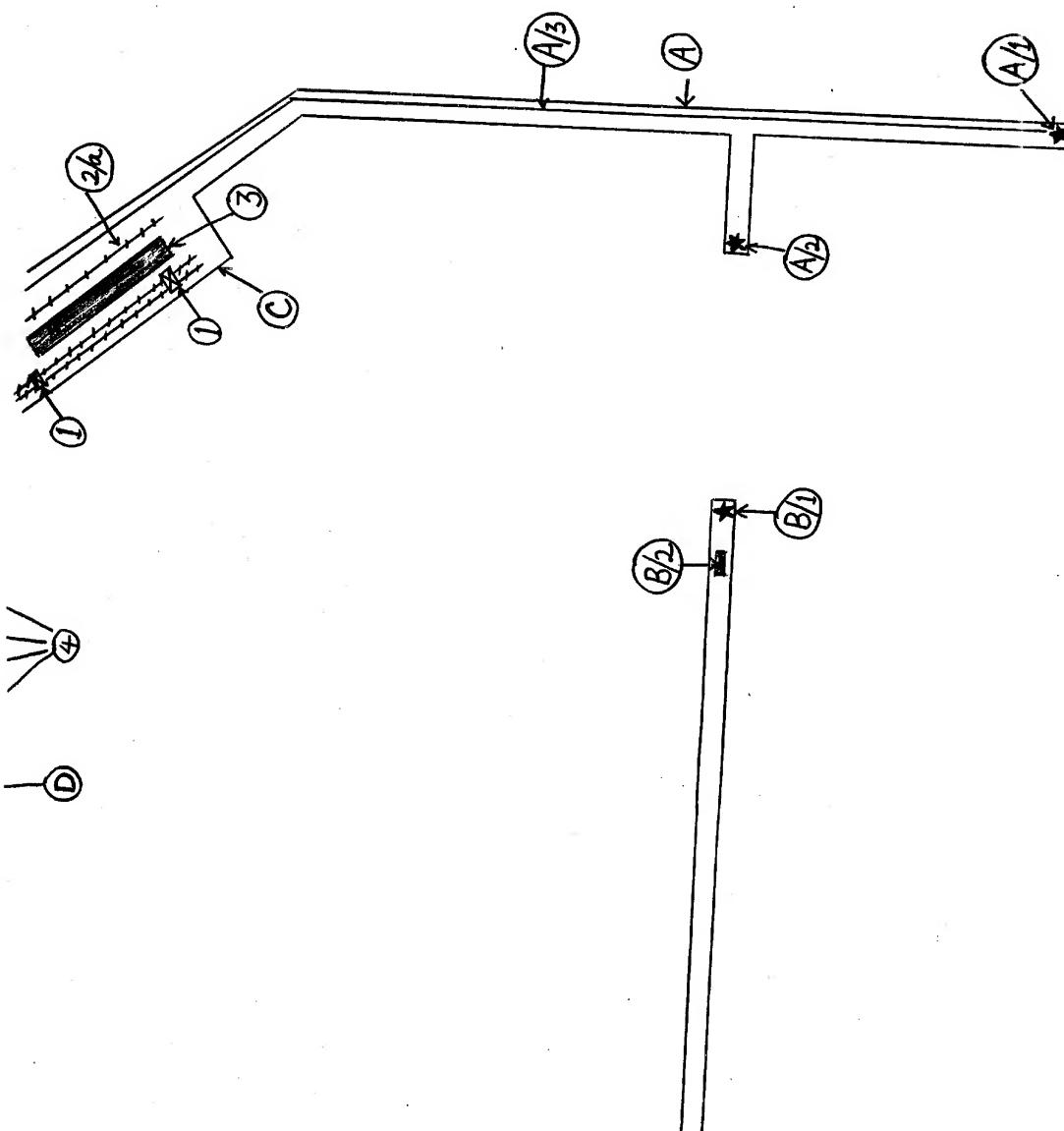
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APPENDIX (Continued)

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25X1



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LEGEND TO APPENDIX

-13-

25X1

A. East Breakwater

- A/1 Beacon with white intermittent light.
- A/2 Fixed green light at the harbor entrance.
- A/3 High wall.

B. Southwest Breakwater

- B/1 Fixed red light at the entrance--small crane for moving obstructions.
- B/2 Guard post and semaphore station.

C. Northeast Mole

- 1. Two cranes operated in unison by diesel-electric motors, capacity 5/10 tons.
- 2. Double-track rail line.
- 2a. Single-track rail line.
- 3. Warehouse.

D. Northeast Quay

- 4. Four fixed-arm electric cranes, capacity three tons.
- 5. Double-track rail line.
- 5a. Double-track rail line.
- 5b. Shunting tracks.
- 6. Large storeroom over two workshops.
- 7. Unspecified number of warehouses of brick construction.

E. Northwest Quay (in the process of being renovated)

- 8. Police and customs control for passengers from the Burgas-Varna line.
- 9. Shunting tracks.
- 10. Three or more warehouses of masonry construction.
- 11. One warehouse of masonry and one warehouse of wood construction.
- 12. Customs building, two stories high.
- 13. Fence around the port area.
- 13a. Gate.
- 13b. Guard post.
- 13c. Port laborers' office (outside the port area).
- 14. Loading area for merchandise.
- 14a. Shunting tracks of the loading area.
- 14b. Railroad station (outside the port area).
- 15. Parking area for new Soviet trucks (approximately 60 units).

F. Northwest Mooring (in the process of being renovated)

- 16. Storage area for construction material for the moles and quays.
- 17. Police barracks.

G. Mooring space on southwest bank.H. Mooring space on southwest bank.I. Mooring space on southwest bank.L. Mooring space on southwest bank.M. Road from port to city.N. Office of INFLOT maritime agency.O. Bathing establishment.P. Casino.

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INFORMATION REPORT

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(FOR KEY SEE REVERSE)

25X1

1. It appears that the Cape Kaliakra-Burgas sea route is mined. 25X1
it is not advisable to accept information concerning the characteristics of the beacons at the port of Burgas as positive because the beacons are constantly changed.

2. Fishing vessels and a port boat were noted at the left side of the harbor. A 25X1
Soviet ship were loading minerals, and four or five Soviet coal ships were at the port. The tanker PORTORIA which is chartered by the Soviets for transporting fuel between Odessa and Burgas, the ANDREINA MARSANO which is under Soviet charter, and a ship of 10,000-15,000 tons, also 25X1
under Soviet charter, were also at the port of Burgas. The ship was unloading war materiel and many light tanks

3. The sketch of the port of Burgas shown on page 2 identifies the following installations:
1. A net obstruction on buoys, opens on the right side, closed at sunset.
 2. Oil unloading point, has a stand with two pipe lines leading to the city.
 3. Moorings for 12 subchasers (VAS) and two pilot boats armed with machine guns and a small cannon.
 4. Large barracks, three or four stories high.
 5. Two electric cranes on tracks, capacity five or six tons.
 6. Two cranes on tracks, internal combustion motors, capacity five or six tons.
 7. A number of warehouses for canned goods; metal wire and cable, all of which allegedly came from Odessa, stacked on the quay.
 8. Railroad station.
 9. A quantity of metal materiel on the quay.
 10. Customs.
 11. Oil depot.
 12. Park.

25 YEAR
RE-REVIEW

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STATE	X	ARMY	X	NAVY	EV	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

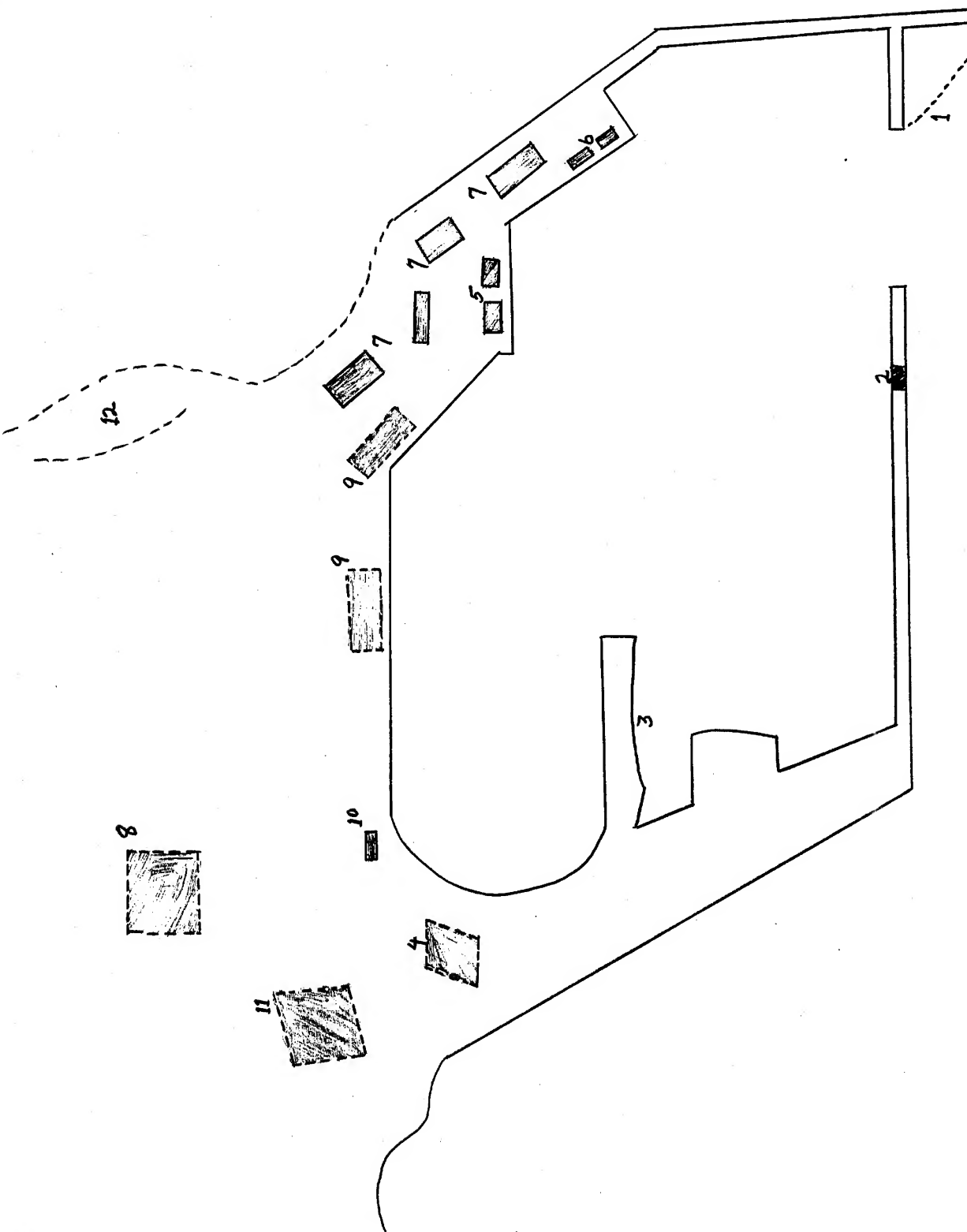
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25X1

THE PORT OF BURGAS

25X1



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25X1

4. [redacted] the following ships were in Burgas harbor:

25X1

- a. An unidentified ship bound for Odessa;
- b. [redacted]
- c. A [redacted] motor-sailing ship of 500 tons;
- d. Various small [redacted] motor-sailing boats; and
- e. A steamer, [redacted] which loaded two large cases of Czech origin, and explosive materials, all destined for Tien Tsin.¹

25X1

5. The very great amount of canned foods destined for export to the USSR is in evident contrast to the squalor of State food shops and with the miserable appearance of the Bulgarian people.
6. The sketch on pages 5 and 6, enclosed as an Appendix, shows the following installations in the port of Burgas:
 1. East mole; Small boats moor along the inside edge of the mole.
 2. Breakwater wall.
 3. East quay, about 250 meters long.
 4. Masonry warehouses for various goods.
 5. Three or four cranes.
 6. North quay, stone masonry construction about 340 meters long.
 7. Three or four cranes on tracks along the edge of the quay, estimated capacity 5 tons; The tracks are standard European gauge.
 8. Three masonry warehouses, three stories high. Various goods are stored on the second floor and tobacco for export is stored on the third floor.
 9. Three masonry warehouses of recent construction, two stories high. Various goods and grain in sacks are stored here.
 10. Three warehouses of recent construction, two stories high. Various machinery (motors, pumps, etc.) of Soviet origin were noted here.
 11. Various small and medium-sized buildings, used as offices and barracks of port personnel.
 12. Large buildings; houses customs, port police, and Port Command.
 13. Entrance in the port wall; may be another gate at an unidentified location.
 - 14, 14/a. The south dike is of stone block construction and pedestrians have access to the tip of the dike from land.
 15. Pumps for unloading fuel.
 16. Mole (location uncertain) at which small steamers of the local line (coastal) berth.
 17. Port wall, wire fence on top 1.5 meters high.

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25X1

- 18, 18/a, 18/b. Gardens.
19. Railroad station.
20. Post office, large building.
21. Four-story building, probably houses the military command. The entrance on the southwest side is guarded by a sentinel. Pedestrian traffic is forbidden on the sidewalk around the building. No. 1 is a barricade for pedestrian traffic.
22. Tree-lined street running between the port wall (on the south) and the garden 18/b on the north.
23. Civilian houses.
24. Road, runs at a slight slope.
25. Road barricade, bars both vehicle and pedestrian traffic.
26. Probably military constructions.

25X1

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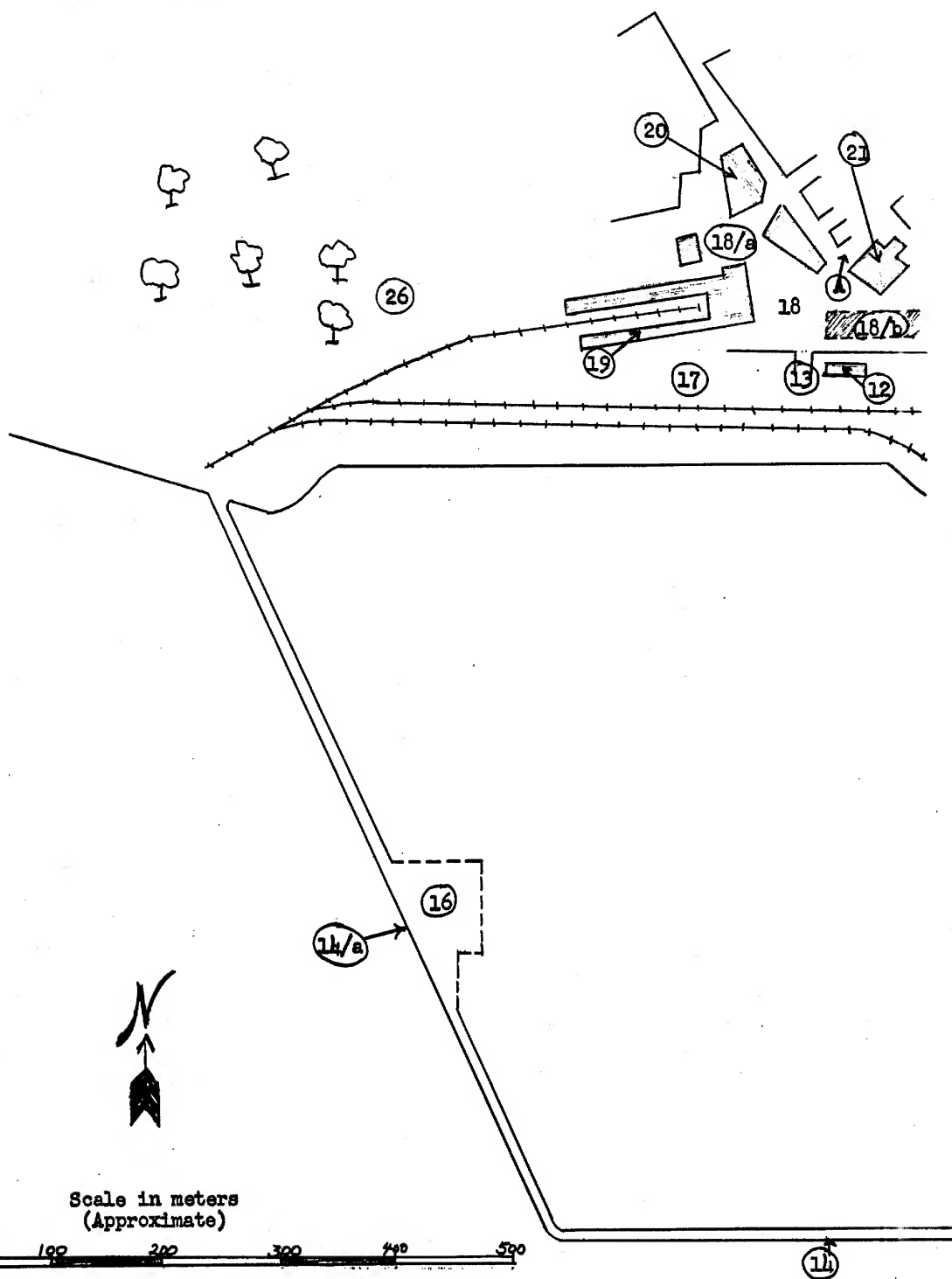
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APPENDIX

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Port of Burgas - 4 January 1953



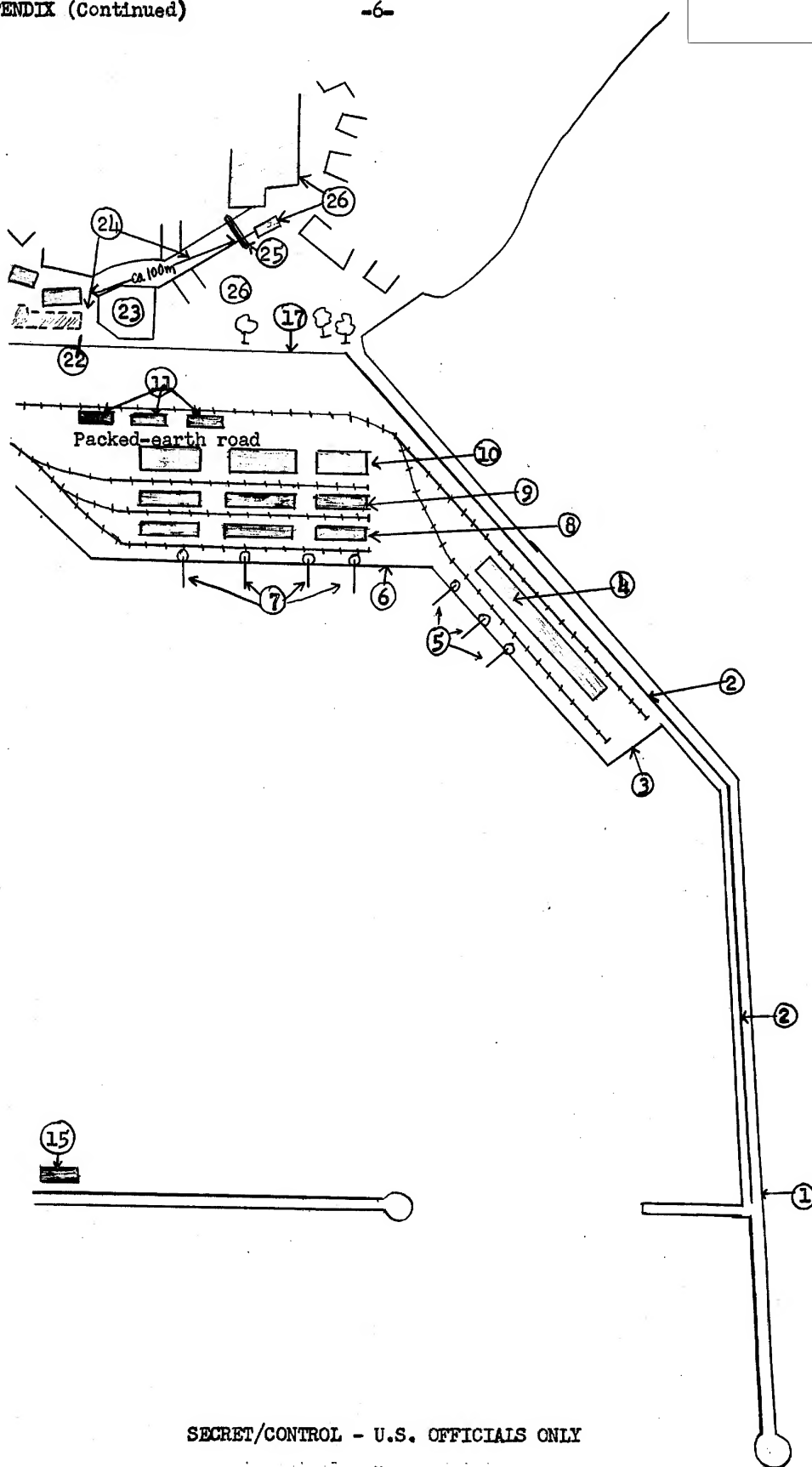
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APPENDIX (Continued)

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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

25X1

Landfall

1. The sea area between Cape Kaliakra and Galata Point is allegedly mined and ~~Bulgarian~~ pilotage is obligatory along the access routes into the port of Burgas. Foreign ships which call at Burgas must telegraph to Varna their expected time of arrival at the specified landfall points.
2. There are two routes of access into the Gulf: one for ships from the south and east, with landfall at Cape Emine, and the second for ships from the north, with landfall at Cape Kaliakra. In view of the difficulty of accurately ascertaining the location of the mine-free route heading toward landfall at Emine, ships prefer the Kaliakra landfall regardless of which way they are going. In the first case, it is necessary to sight Cape Emine and then make a true course of 315 degrees (bow on the lighthouse), navigating three or four miles from the coast, to the point where the pilot is stationed. In the second case, sufficient landfall on Cape Kaliakra is attained with a route anywhere between approximately 220 degrees and 270 degrees to avoid the mined zone which protects the coast immediately southwest of the Cape.

25X1

25 YEAR RE-REVIEW

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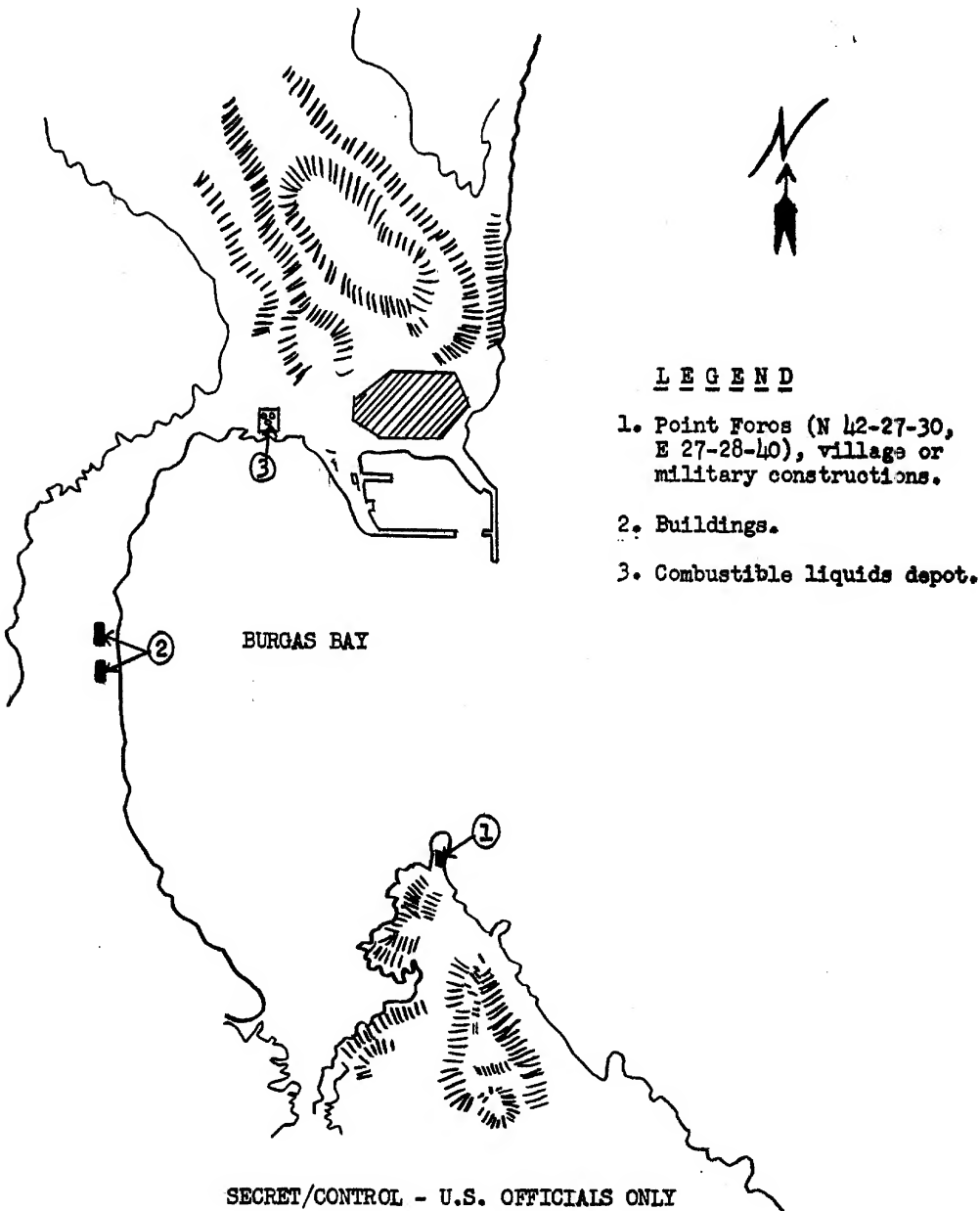
25X1

4. Regarding the uncertainty as to the existence of a mined zone southwest of Cape Kaliakra. [redacted] the pilot's boat (draft about 1.5 meters) [redacted] returned to Varna directly through the area which is presumably mined. 25X1

5.

Burgas Bay

6. The Bay of Burgas is correct as shown in the sketch below. [redacted] 25X1
The bay shores are sandy between the northern point where the city and gulf of Burgas are located and Foros Point to the south of the port.



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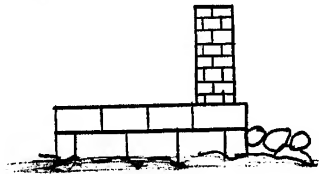
7. Several low plain buildings (1) are indicated in the sketch above. believed to be either a village or perhaps a group of military constructions. 25X1
8. Two large buildings were noted near the sandy bank (3) which delimits the bay on the west. By their appearance and because of the presence of high brick chimneys in the vicinity, believed to be industrial establishments. 25X1
9. To the west of the city of Burgas, at an unidentified point (3) near the zone in which the nautical chart indicates the location of the slaughterhouse, several cylindrical fuel tanks were glimpsed. connected with the pipe line at the fuel unloading point on the southwest dike of the port. (See paragraph 50 below). 25X1

Port of Burgas

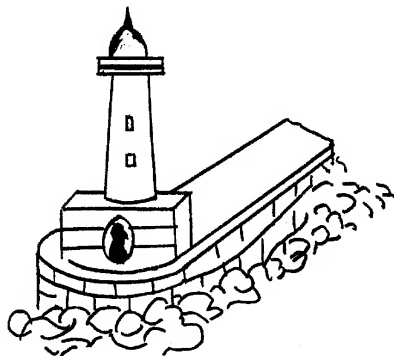
10. The port of Burgas and its adjacent areas appear almost as indicated on the sketch in the Appendix, pages 10, 11, and 12. 25X1

Outer Dike on the East (A)

11. This dike is formed by square stone blocks. As a breakwater, it has an outer jetty of stones and is further reinforced by a wall (2) of stone blocks, three or four meters high, which also extends to protect quay (D). a section of the dike (A) follows: 25X1



12. At the end, the dike is enlarged to form a platform, possibly circular, on which stands the tower of the lighthouse (1) of Burgas. the light-house as follows: 25X1



The lighthouse is a squat, white, cylindrical tower, about 10 meters high. The national colors, red, white, and green, are painted on its base in vertical stripes. At the center of the flag is a large medallion of Dimitrov. The flag and the medallion are surmounted by an unidentified inscription.

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25X1

Outer Jetty (B)

25X1

13. A jetty of stone blocks protrudes toward the west from the outer dike (A). At its extremity (B) is a white hexagonal tower with a green port entrance light. [redacted] this tower is more slender and possibly higher than the lighthouse described above.

25X1

Port Entrance

25X1

14. The port entrance is between the jetty B and the dike C. It is about 100 meters wide, a little narrower than shown on Nautical Chart No. 2399. [redacted] jetty B is longer than shown on the chart.

25X1

15. At night the port entrance is closed by an obstruction net, hinged at (3) which opens from the extremity (4) toward (1).

South Dike (C)

16. The south dike consists of a jetty of stone blocks, perhaps levelled at the top to form a narrow footpath.
17. At the eastern extremity of the dike is a white tower (4) with the red port entrance light. This tower is very similar to that of the green light described in paragraph 13 above for the opposite jetty (B).
18. A short distance from the tower (4), perhaps 10 meters, is located a small construction (5), on the top of which is a lookout and signal station. This station has a signal mast, small searchlight, telescope, and similar equipment. It is believed that the station is equipped with guns [redacted]

25X1

19. [redacted] poles supporting electric wires or telephone cables along the south dike.

Western Dike (C/1)

20. The western dike joins the southern dike approximately as indicated on the sketch in the Appendix [redacted]

25X1

Because of this, and because of the presence of installations of "a certain importance" on the dike area (C/1), it is likely that the dike has been enlarged by adding material on the outside of the original dike.

21. Two large masonry buildings are located at about (7). They are two or more stories high, painted light yellow, with twin-sloped red tile roofs, and are probably used as barracks. In front of these buildings, toward the inside of the port, are several small huts (8), possibly guard posts. A large wooden shed is located at (9) in the vicinity of the origin of the dike.

Operating Quays

22. Large ships dock as follows:

- a. On the northwest-southeast side of quay D (140° - 320° direction); and
- b. At the south side of quay E.

23. Smaller ships dock as follows:

- a. At the end of quay D which is at a northeast-southwest direction (50°-230°);

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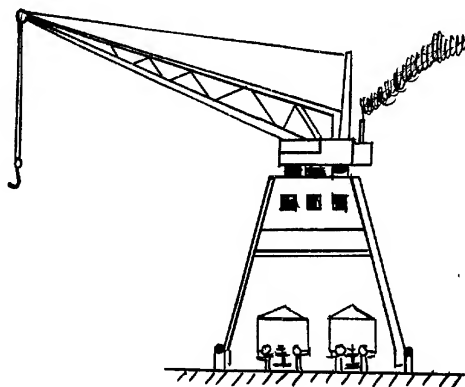
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25X1

- b. At the short part of quay E which is in a north-south direction (approximately 100° - 180°);
 - c. Along mole G; and
 - d. At the small quay H.
24. Small and medium tankers dock "in quarta" (stern to land) at about location (6) on the southern dike.

Eastern Quay (D)

25. this quay extends to the southwest nearly to the point where dike (A/1) previously joined at an angle with dike (A). The quay is about 50 meters long and its extremity is used as moorings for small vessels. The north-west-southeast part of the quay (140°- 320°) is used for ships of medium tonnages. 25X1
26. A large 1-story warehouse about nine meters high, with doors which slide on the outside, is located at about position (10). This building is used for storing sacks of cement, large cases (possibly machinery) and boxes and crates containing various goods (porcelain bathroom fixtures were noted). The office of the Chief Stevedore of the quay is located in the northwest corner of the warehouse.
27. Two huts, one for a policeman and the other for a Customs employee, are located near each other in the vicinity of the large warehouse. (See No. 11).
28. At location (12) in the lee of the wall (2) are two small masonry buildings (a lavatory and a dressing room) and a small wooden telephone booth.
29. The quay is traversed by three railroad tracks, located as shown in the sketch. Along the edge of the quay are two travelling cranes, the bridges of which encompass two rail lines. These two cranes are of "Clyde" manufacture (written in yellow on the back of the maneuvering cabin), diesel-electric type, 12 ton capacity, and have an inclinable arm. The wooden constructions under the platform of the cranes are used as living quarters by the crane operators and their families.



30. The large open space at about location (13) is reserved for minerals (pyrites?), large cases, metal plates, and farm tractors with treads, among which were noted several large caterpillar tractors.
31. Immediately north of the space (13) is the iron railing which encloses the port zone.

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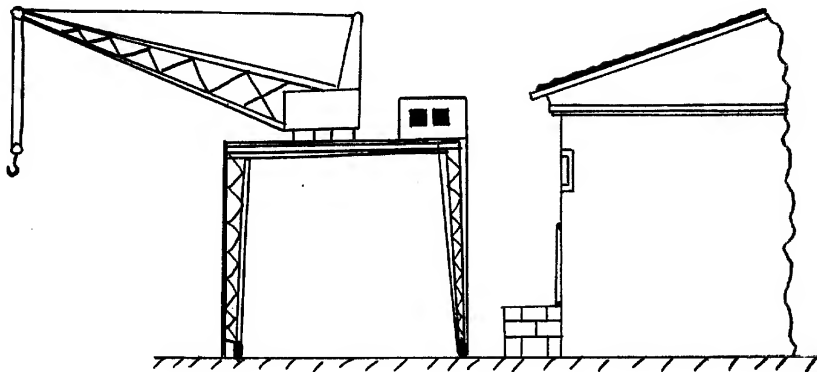
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25X1

Northeast Quay (E)

32. This is the most important quay in operation in the port of Burgas. [redacted] the quay has been lengthened to the west and now measures approximately 400 meters in length. The quay is constructed of square stone blocks and is paved with cobblestones. It is about 2.5 meters above the water level. 25X1
25X1
33. About 15 meters in from the edge of the quay are two 1-story warehouses of re-inforced concrete construction (14) and (15), which have sloping roofs and loading ramps. Building (14) has two parts; the eastern wing is still under construction (or reconstruction). The warehouse (14) is used for storing cement, cotton, and various goods, and building (15) is used for storing cotton and tobacco.
34. Two, or perhaps three, warehouses (16) are located immediately behind those described in the preceding paragraph.
35. The small 1-story masonry building at location (17) is the Customs office of the port. The office has an inspection room.
36. At approximately location (18) is another building similar in form and size to the customs building (17), in which is located the port police offices.
37. A small wooden pier where two or three motorboats of the port police dock extends from escarpment (19).
38. At location (20) is a large space used for open air storage of various materials. Informant observed metal plate and wire, trucks, large cases of unidentified machinery, and other non-perishable goods.
39. This quay is served by several railroad tracks, three of which run in front of warehouses (14) and (15). One or more tracks also run between these warehouses and warehouses (16), and an unknown number of tracks run behind warehouses (16). The railroad lines connect and disconnect in the area adjoining bank (F) as indicated in the sketch in the Appendix.
40. The quay (E) has four large electric bridge cranes, twin-gantry type, with inclinable arms, of five and 10 ton capacity. The maneuvering cabins of these cranes are constructed as crude small huts and the crane operators and their families use the cabins as living quarters. [redacted] the cranes as follows: 25X1



Because of the presence of living quarters on the bridge, it is likely that these cranes are of the "semi-portal" type, that is, that they are equipped with a trolley running along the cornices of the warehouses.

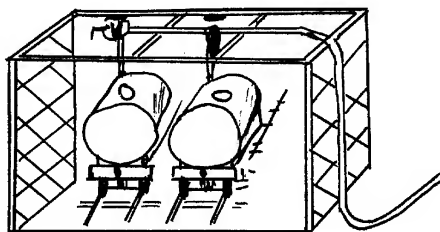
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25X1

41. At position (21) near the edge of the eastern end of the quay, is a frame construction (trellis) which is used to hold the pipe lines from the ships to the tank cars:



A tanker docked "in quarts" in front of the construction was unloading into the tank cars by means of this pipe line.

the installation is a by-pass and the tube has an automatic cut-off when the cars are loaded. 25X1

42. The frame (21) encompasses two rail lines so that it is possible to load two tank cars simultaneously.
43. At the opposite end of the quay, at location (22), near the edge, are two or more rectangular tanks (about 7 x 4 x 1.5 meters), on platforms 1.5 meters high, which are also used in loading fuel. At the mooring in front of these tanks was a small tanker loading gasoline (or oil) by means of flexible tubes between the tanks and the ship. The ship siphoned the fuel into barrels by means of taps. 25X1

44. The two adjacent 2-story buildings at about location (23) are probably used as offices. A little to the west is the 2-story building (24) of the central Customs, which is of plain brick construction. On the west side of the Customs building is a billboard with the photographs of the principal Soviet and Bulgarian Communist personalities.

45. The western end of quay (E) is used for passenger traffic with localities south of the Bay of Burgas. This traffic is carried out by means of small motorboats (a total of three or four), which have metal hulls painted white, and resemble in size and form the steamboats used between the islands in the Venice estuary.

Northwest Bank (F)

46. This part of the bank of quay (E) extends almost to mole (G) and, as indicated in the sketch, is an escarpment. This bank serves as an unloading zone for waste materials (stone, slag, debris, etc.). relieving port (maritime construction) is under way in this area, perhaps to extend quay (E). 25X1
47. A large group of railroad tracks is located on this bank. A small newspaper, cigarette, and refreshment stand is located at (25).
48. The port area is closed off by an iron railing (26), in line with the buildings (23) and (24), which extends to the wall protecting quay (D). The gate (27) is of the double-gate type. A wooden sentry or guard post is located inside and to the east of the gate for controlling access to the port area.

Mole (G) and Quay (H)

49. At the location close to that indicated in the sketch, is the mole (G) which extends into the middle of the harbor from the west quay (C/1). A little to the south is another quay (H). 25X1

25X1

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25X1

Tanker Landing Place and Fuel Depot

50. Tankers dock "in quarta" inside of dike (C), next to location (6). Concerning facilities, [] the point is served by a pipe line which runs in the open to the fuel depot west of the port zone. 25X1
51. Several cylindrical tanks for combustible liquid were noted in the area (28) which [] is next to the area marked as "slaughterhouse" [] 25X1

Urban Zone

52. The port gate (27) opens on a tree-lined street (29) which leads to the city of Burgas. This street is paved with cobblestones and has sidewalks and benches on the sides. Flanking the street are two parks (30) and (31). Park (31) is very large and extends to the port wall in the vicinity of the military zone (32).
53. The military zone is enclosed by a barbed wire fence, inside of which were noted five or six wooden sheds which serve as barracks for the Border Guards.
54. The railroad station is located at (33), west of the port gate.
55. The street (29) is intersected by a large artery (34). At the intersection, on the ground floor of the two buildings (35) and (36) are located the offices of Inflat, and the port superintendent, respectively.
56. Street (37), oriented approximately as indicated on the sketch, leads to the central square, on which is located a hotel, a restaurant, and a cinema.
57. On the sandy shore to the east of the port is a wooden building (38) which serves as a bathhouse. Another smaller building of the same type is farther north at the foot of a wooded hill. Two small wooden piers, probably serving as mooring places for pleasure boats, are located in front of the smaller bathhouse.

Miscellaneous

58. The following ships were seen in the harbor during various periods:

a. First visit:

- (1) The steamer TIRRENIA, docked at quay (D), which loaded ores, large cases, and tanks of gas for Communist China;

25X1

- (5) Three Bulgarian motor-sailing ships, 150-200 tons, which unloaded various boxes on quay (E); and
- (6) A dredge and boats for unknown local use, moored along (G) and (H).

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25X1

b. Second visit:

25X1

(3) A Soviet motorship of 5,000 tons (ARHANGELSK size) which loaded ores at quay (D), destination Leningrad;

25X1

(4) Two Soviet steamers of 2,000 tons which unloaded various goods at quay (E);

(7) A dredge in the basin between mole (G) and quay (H);

(8) A motor-raft minelayer (or boat very similar with square stern), moored north of quay (H); the vessel had a number of mines (painted green) at its side rails; and

(9) Two subchasers, very fast, possibly Bulgarian, seen in the outer harbor.

59. The port has small electric motor-driven trolleys for transporting ores and various goods inside the port zone.

60. Work in the port is carried out in three consecutive shifts per day.

61. Loudspeakers are set up around the port and almost uninterrupted broadcasts of music and news are beamed to the workers at maximum volume.

62. There are no coaling facilities at the port.

63. The following were Inflat personnel:

a. Ivanov (fnu), director

25X1

b. Kamichev, former director

c. A Soviet in charge of accounting;

d. Two clerks; and

e. A young woman interpreter.

64. Six or seven women who openly frequented the foreign vessels were suspected to be police informants. the most dangerous of them a gypsy-like brunette called Susy or Susanna and an unidentified blonde who were seen leaving with friends in a car evidently belonging to Party or police personnel.

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APPENDIX

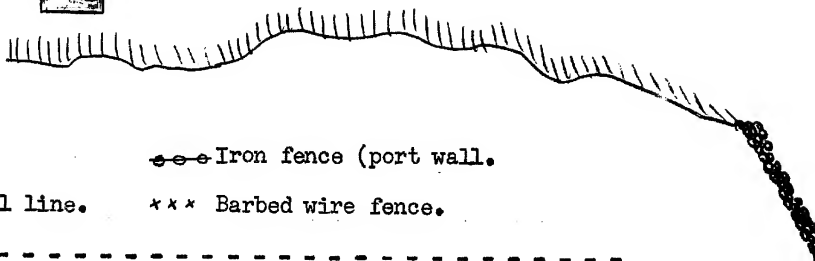
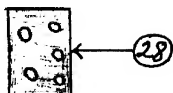
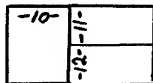
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25X1

The Port of Burgas

25X1

Assemble Sketch as Follows:

LEGEND

o Cranes.

--- Iron fence (port wall).

— Standard-gauge rail line.

*** Barbed wire fence.

A - A/1. East dike.

E. Northeast quay.

B. South jetty.

F. Escarpment bank.

C. South dike.

G. Mole for small ships.

C/1. West dike.

H. Quay for small ships.

D. East quay.

1. Burgas lighthouse.
 2. Wall.
 3. Green port entrance beacon.
 4. Red port entrance beacon.
 5. Signal and look-out station.
 6. Tanker landing place.
 7. Barracks.
 8. Huts.
 9. Wooden sheds.
 10. Warehouse.
 11. Police and Customs post.
 12. Dressing room, lavatory, and telephone booth.
 13. Open air depot.
 14. Warehouse.
 15. Warehouse.
 16. Warehouses.
 17. Customs section.
 18. Port police station.
 19. Pier for police boats.
 20. Open air depot.
 21. Petroleum loading installation.
 22. Fuel siphoning tanks.
 23. Port offices (?).
 24. Central Customs.
 25. News and refreshments stand.
 26. Iron railing.
 27. Port gate.
 28. Fuel depot.
29. Tree-lined street leading to city.
 30. Park.
 31. Park.
 32. Military zone.
 33. Railroad station.
 34. Road.
 35. Inflat headquarters.
 36. Port superintendent's office.
 37. Road leading to central square.
 38. Bathhouse.

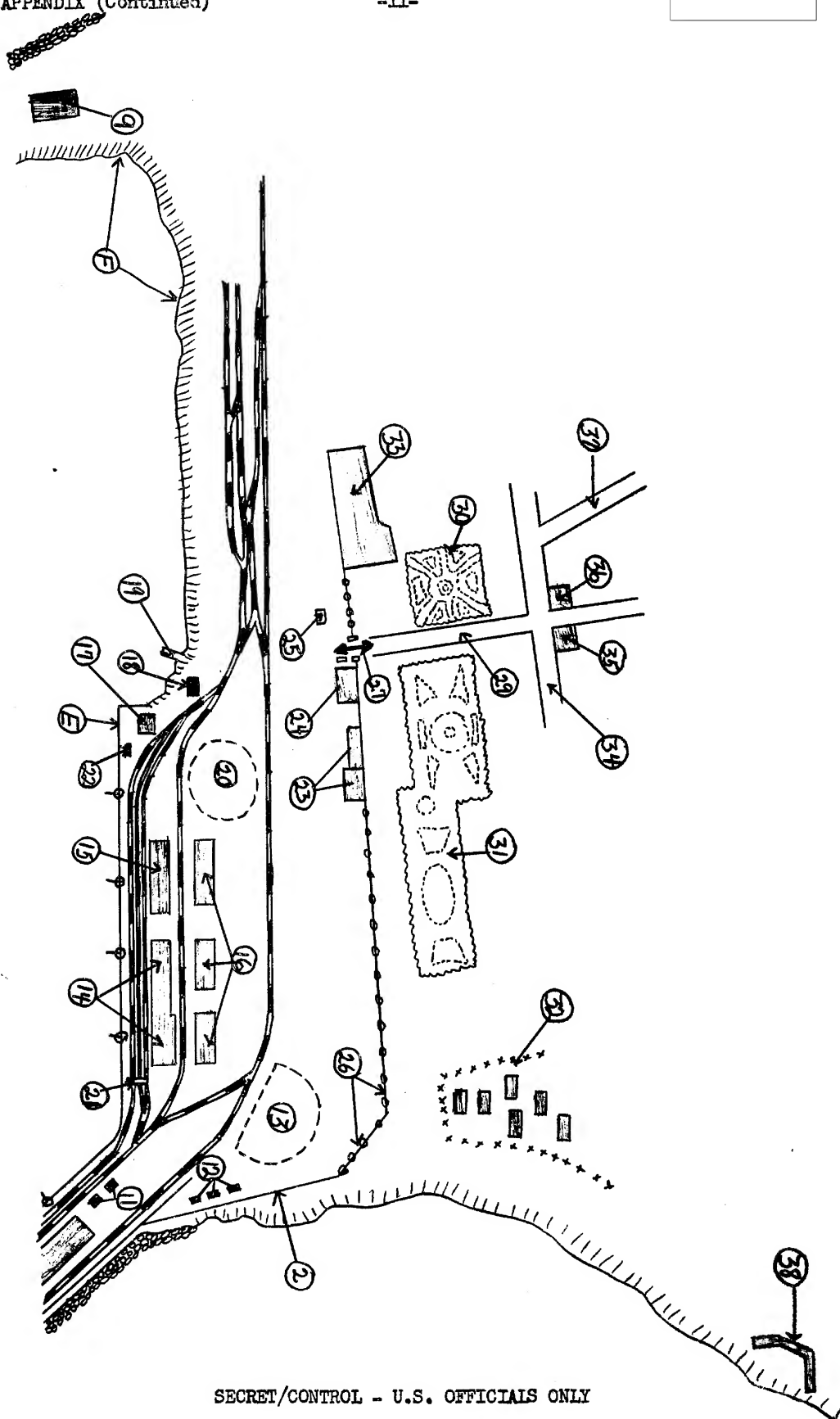
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APPENDIX (Continued)

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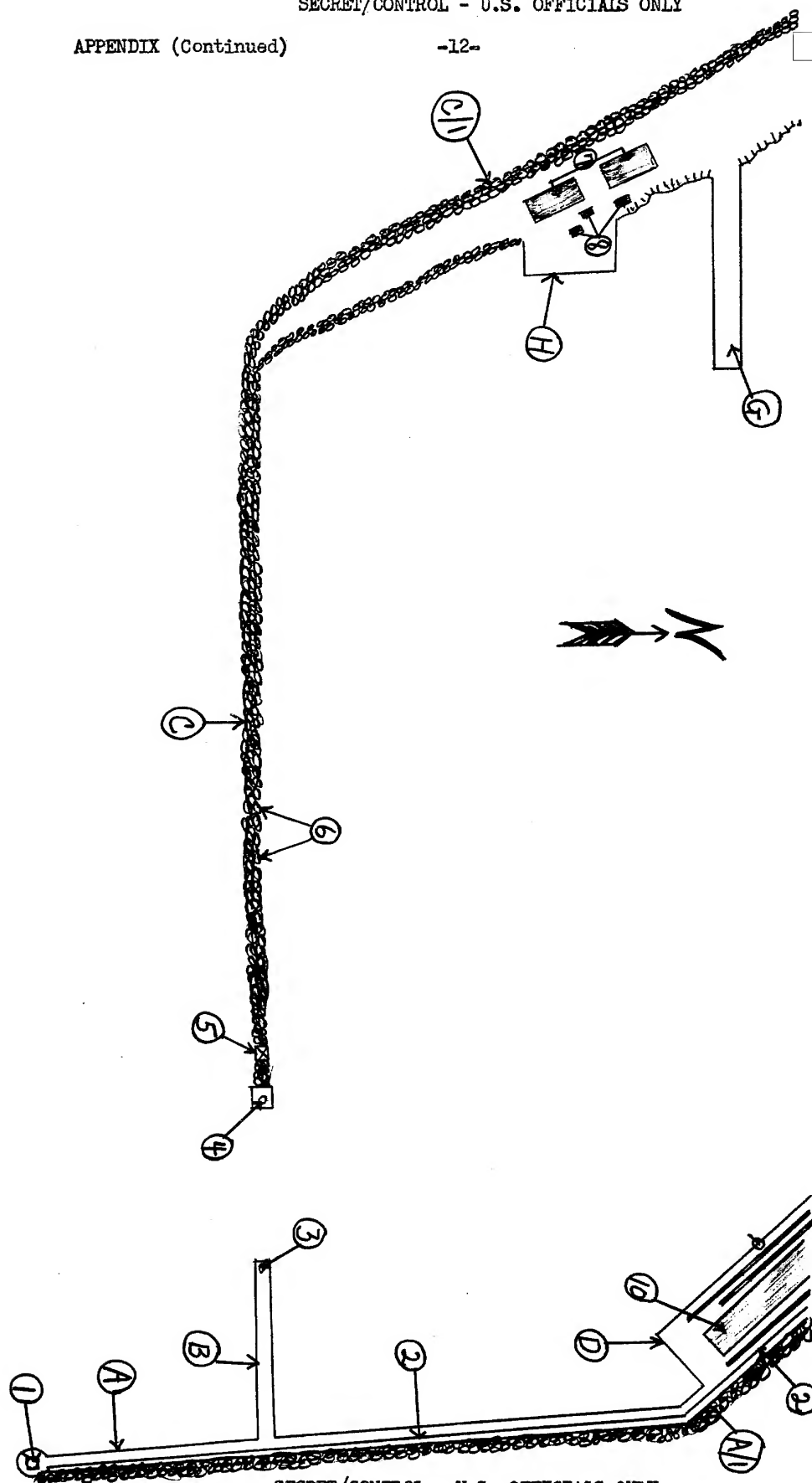
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